CHICAGO DAILY PRESS AND TRIBUNE.

BY PRESS AND TRIBUNE CO. CHICAGO, SATURDAY MORNING, OCTOBER 9, 1858. VOLUME XII. NUMBER 85.

Railroads.

Central and Western Iowa, Nebraska and Kansas.

...AGO AND ROCK ISLAND R. R. LINE.

Composed of the ...s & Rock Island, Peoria & Bureau Valley ...d Mississippi & Missouri Railroads.

...OUGH FROM CHICAGO TO IOWA ...TY and Washington without change of cars. ...ngest train from Chicago to the Mississippi River. ...Island, Davenport, Muscatine, Iowa City, ...ngton and Fort Madison. Seven trains daily ...Rock Island, Davenport, Muscatine, Iowa City, ...ington and Fort Madison. ...Accommodation, Passenger at 4 o'clock P. M. ...Trains arrive at Chicago at 10 A. M. and 10 P. M.

...Accommodation at 8:15 A. M. ...CONNECTIONS ...Cars with Illinois Central Railroad for Galena, ...Cairo and intermediate Railroad stations. ...Cars with Chicago, Burlington and Quincy Railroad for Burlington, Iowa City, Muscatine, Davenport, Rock Island, Peoria, Galesburg, Quincy, Hannibal, St. Joseph, Council Bluffs, Omaha, and all points West.

...Cars with Chicago and Mississippi Railroad for Dixon, Savanna, Mount Carroll, Lanark, Freeport, Rockford, Belvidere, Elgin, Aurora and Plano.

...Cars with Chicago and Milwaukee Railroad for Milwaukee, Fond du Lac, Watertown, Horicon, Madison, Prairie du Chien, Janesville, Beloit, Rockford, Freeport, Dunleith and Dubuque.

...Cars with Galena and Chicago Union Railroad for Elgin, Belvidere, Rockford, Freeport, Galena, Dunleith and Dubuque.

...Cars with Chicago and Northwestern Railroad for Geneva, Elgin, Belvidere, Rockford, Freeport, Dunleith and Dubuque.

...Cars with Pacific Railroad, and Union Line Stage Company, for Jefferson City, Kansas, Independence, Weston, St. Joseph, Council Bluffs, Omaha, and all points West.

...Cars with the Ohio and New Orleans Railroad for Alton, Springfield, Vincennes, Cairo, Memphis, New Orleans, Louisville, Nashville, Chattanooga, Atlanta, Charleston, Savannah, and all points South and East.

...Cars with above points should purchase Tickets via Illinois Central Railroad.

THROUGH TICKETS

...at the Company's Office in the great Central Depot at the foot of Lake street, and at the Michigan Southern depot, corner of Randolph street, and at all Michigan Central Railroad Depots.

JAS. C. CLARKE, Gen'l Ticket Agent.

Fall Arrangement.

...E AND MILWAUKEE RAILROAD.

LAKE SHORE LINE.

...RTEST ROUTE TO ST. PAUL.

...AND AFTER MONDAY, SEPTEMBER 27th, 1858. Passenger Trains will run daily, (except Sundays,) as follows:—

...STOCKTON, FROM STATION COR. WEST WATER & DIVISION STS.

...Stopping at all Stations, reaching Milwaukee at 12:30 P. M., and at 6:30 P. M. Connecting at Milwaukee Railroad for LaCrosse, St. Paul and the Upper Mississippi. Through in advance of all other Routes.

...Evanston, Waukegan, and the intermediate Stations, and arriving in Milwaukee at 9:30 A. M. Connecting at Milwaukee and proceed East in Time to LaCrosse same P. M.

...WATERMAN TRAIN LEAVES CHICAGO AT ...Connecting at all Stations, and arriving at Waukegan at 7:30 P. M.

CONNECTIONS

...Trains with La Crosse & Milwaukee Railroad for Horicon, Madison, Prairie du Chien, Winona and La Crosse, and at LaCrosse with Packet ...

SAINT PAUL,

...Tomahawk City, Read's Landing, Red Wing, Prescott, Hudson, St. Croix Falls, Minneapolis and Minnesota.

...Stages connect at these points with the Great Western (Southern Minnesota) Railroad, and Stages connect at Prescott with the Great Western (Ill.) Railroad, and at Hudson with the Lake Superior Railroad.

...Stages connect at Minneapolis with the Central Minnesota Railroad, and at Minnesota City with the Winona and Southwestern Railroad.

...Through tickets for sale at the Depot, corner of Lake and Canal streets, and at the Company's Office, under Revere House.

JOHN F. TRACY, Sup't.

...ST. JOHN, Gen'l Ticket Agent. oct7-1y

...SUMMER ARRANGEMENT.....1858

VIA

...NOIS CENTRAL RAILROAD.

Change of Time.

...ON AND AFTER MONDAY, MAY 17TH, 1858, trains will leave Central Depot, foot of ...ner and Lake streets:

...Cairo Express at.....8:30 A. M.

...and Cairo Express at.....5:30 P. M.

...and New Orleans Express at.....8:30 P. M.

...Accommodation at.....4:30 P. M.

...Decatur, Springfield, Alton, St. Louis, Jefferson City, Kansas, Independence, Weston, St. Joseph, Galveston, and all points in the South and West.

...ge of cars between Chicago, St. Louis and Cairo. Time as quick as by any other route.

BAGGAGE CHECKED THROUGH.

CONNECTIONS:

...ago, with all the Eastern and Northern Lines ...Michigan, Wisconsin, and Illinois.

...Bloomington, with the Chicago and Mississippi R. R. for Peoria, Burlington, Quincy, Keokuk, Hannibal, St. Joseph, Council Bluffs, Omaha, and all points West.

...SYLVANIA CENTRAL RAILROAD.

...Philadelphia, Baltimore and Washington ...Pittsburg, Fort Wayne and Chicago Railroad, ...Harrisburg, Pa.

...Baltimore, Washington, Philadelphia, and ...Harrisburg.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Pittsburg.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Fort Wayne.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Crestline.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Alliance.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Rochester.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Beaver.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Allegheny City.

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...Pittsburg, Fort Wayne and Chicago Railroad, ...Dantzic.

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...Pittsburg, Fort Wayne and Chicago Railroad, ...Thurso.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Wick.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Kirkwall.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Lerwick.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Reykjavik.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Jan Mayen.

...Pittsburg, Fort Wayne and Chicago Railroad, ...Spitzbergen.

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...Pittsburg, Fort Wayne and Chicago Railroad, ...Chicago

PRESS AND TRIBUNE

CHICAGO, SATURDAY MORNING, OCTOBER 8, 1858.

DOUGLAS AND LINCOLN AT GALESBURG.

Douglas Tells the Same Old Story.

Lincoln's Reply.

Letter From Galesburg.

Letter From Oskaloosa.

Letter From Salt Lake.

by Divine law, if that equality was an inalienable right, how came it to say at Charleston that Kentuckians that the negro was naturally inferior to the white man, and he was by nature inferior race, and he was for keeping him in that inferior condition? Did you ever hear these things in mind. [Cheers.] Why you say negro belongs to an inferior race, and that he is for keeping him in that inferior condition. There he gave them to understand that there was no moral question in the institution of slavery, and hence you would have no conscientious scruples about voting for the Dred Scott decision. Why can't he, or the party with which he acts, speak out their principles, so that they may be understood? The misunderstanding on this question is no way in one part of the State, and another in a different part of the State? Why, however I advance these Abolition doctrines in Chicago, I am denounced by the Democracy as a Republican, and when applied to him—whenever I advance them up here, you hallo out "That's right," and whenever I take your candidate to the other way, you denounce me as a Republican. [Cheers and laughter.]

Now I have a few words to say in relation to the Dred Scott case, which has troubled the heads of Democrats so much. He goes on and insists that the Supreme Court decided that Congress had no power, notwithstanding the decision itself says the contrary. He made an argument to make me believe that I was in favor of and sustained the decision of the Supreme Court, and would be brought here to Illinois as slaves, contrary to our State Constitution and laws. [Laughter.] That was the point he made about that. He has just as much as accused me of perjury in that matter, and he knew but one, ever sworned the doctrine, and that I was the first man in either House to introduce a resolution declaring that I was opposed to the decision, denouncing it as the most infamous decision ever made. When the Washington *Union*, on the 17th of November, published an article in favor of forcing slavery into Kansas, I denounced that article in a speech at Springfield, in which I said that I did not believe that the Supreme Court or any other power could force slavery into any State or Territory against the wishes of a majority of the people. It looks as if there was no other point that I stand by the laws of the land. I stand by the Constitution as it is, and by the laws as they are enacted, and by the decisions of the Courts upon all points within their jurisdiction, as they are announced by the highest tribunal appointed by the Constitution for the settlement of such questions, and would not have resisted the decision of the Supreme Court in the Dred Scott case, even if it had been reversed

COMMERCIAL

Commercial and Money Matters.

FRIDAY EVENING, Oct. 6.

MONEY, EXCHANGE, &c.—The money market exhibits no essential change. Currency continues scarce, and the market generally is uncomfortably stringent. A few of our strongest banks are easy; but even they have all they want to do to accommodate their customers. Produce and other business paper is taken very generally from customers. Exchange is relatively more plenty than currency; but rates are without change, 1 per cent. premium being the ruling figure. Discounts, as usual, 10 per cent. Gold inactive at nominal rates of 1@1¼. Street transactions are limited and rates nominal at 1¼@2 per cent. per month.

We regret to learn that Mr. George Ackerman has resigned the local treasurership of the Illinois Central Railroad, and retires on November 1st. During his connection with the Illinois Central Mr. Ackerman has earned a high reputation as an energetic, capable railway official and an able financial officer. With his qualifications and experience, he will prove a valuable acquisition to any railroad. We have not learned the name of his successor.

COMMERCIAL.—The Breadstuff markets still continue to droop. The Wheat market opened at a decline of 1c on Spring, and before the close it had dropped still lower. The sales, however, were limited—there being but little disposition to operate on the part of either buyers or sellers. Winter Wheat was almost entirely neglected—and a few forced sales were made at a decline of 5c on Red. About 5,700 bushels White, and about 20,000 bu Spring changed hands at 90@96c for No. 1 Red; 85c for No. 2 Red; 73c for No. 1 Spring; 60@61c for No. 2 Spring, and 50@53½c for Rejected in store. In the afternoon holders of Spring were firmer, but buyers would not advance above 60c.

The Corn market also declined about 1c. Sales 2oot up about 55,000 bushels, at 52@53c afloat for Canal; 50@50¼ for No. 1 in store; and 43c for No. 2, and 45c for Rejected—the market closing quiet.

The Oats market was a trifle better. Old oats sold at 41@42c in store; and New at 34c.

The barley market was dull and holders had to submit to a decline of 5c per bushel. No. 1 selling at 70@75c in store; No. 2 85c in store. Highwines remain steady at 20c. Rides are dull. Timothy Seed still tends upward. The sales reported to-day show a range of $1.34@1.64.

Freights advanced 1½c. Vessels were chartered at 8c for wheat to Oswego; 7½c for corn to Oswego; 6c for corn to Buffalo, and 4@4½c for wheat to Buffalo.

The Milwaukee *Wisconsin* states that there are now in store in that city only 10,000 bushels of our Selected Spring Wheat. As the Milwaukee operators purchased and shipped from this city, via Beloit and Racine, about 30,000 bushels, they must have sent about 20,000 bushels of it to Eastern markets to be sold there as genuine "Milwaukee Club." Operators in New York, Buffalo, Oswego, and other points will doubtless keep their eyes skinned while examining "Milwaukee Club," and shippers here, who within the past few weeks have sent forward Chicago Spring wheat had better telegraph to their Eastern correspondents not to label their wheat "Milwaukee Club," as is usually the case when offering to sell Chicago wheat. The Milwaukee operators have exhibited some little smartness in this transaction. They went about it very quietly; and although it *did* appear a little singular that our "Rejected" wheat should bring two cents per bushel more in the region of the Galena Railway depot, than anywhere else, still no one suspected the cause of it till it was all over. The draymen are rather indignant that the trade should be broken up, as they made a fine thing out of it; as well as a commission merchant, who received one cent per bushel for bagging over sixteen thousand bushels of it.

THE BRITISH CORN TRADE.

[From the Mark Lane Express, Sept. 30.]

The summer-like weather of the past week has been highly favorable to the progress of the harvest work in Scotland. The general want of water, however, occasioned by the long drought, has stopped the mills in several districts. These are indeed been top showers and heavy dews, which have produced a thin verdure in the meadows; but the latter has become seriously scarce, and vegetating has been much hindered in the heavy lands. The potato disease continues to spread, and though apparently sound tubers have been selling at unusually low prices in Ireland, before the close of the season a smart reaction may be expected. The new crop of wheat in this country has commenced to be delivery grain, the Michaelmas rent claims having doubtless prompted more free deliveries. And, as there has been sufficient atmospheric moisture to lower the condition, dealers, therefore, with a small decline in prices, have ensued, producing some disappointment. But if larger bulks appear than millers require, no speculation is apparent; such results are matters of course. The Wheat of this year, too, though harvested dry, is thin in the berry, and more liable to be acted on by humidity, and deteriorated in value. Dollar farmers supplies no longer press upon the trade, and the relative position of markets makes it unlikely that there will be a great accumulation of foreign. The two capitals, Paris and London, now seem to be about the two cheapest places known—the cheapness of each being chiefly determined by early moderate home crops, and the absence of any of large foreign imports. Still no port is pointed to as in the possession of unusual stores, or as being likely to have them. All this has been known of last year was wanted. Whatever dullness may prevail for a time, stocks, barns and granaries may look very thin before the next gathering.

The arrivals of floating cargoes since the 10th inst. have been 19 vessels, and the sales made as follows: 7 cargo Scandinavia Wheat, at 40s 6d per qr of Galatz, at 37s. to 41s.; 3 of Saldi Egyptian, at 39s. 9d. to 40s.; 3 of Odessa Barley, at 24s. to 30s. per qr.

The sales of wheat noted last week were 119,207 qrs. at 45s. 1d., against 118,359 qrs. at the same period in 1857. The London averages were 45s. 6d. and 46s. 10d. The imports into the principal ports of Great Britain, for the week ending 8th September, in wheat and flour, were 72,556 qrs. The total imports into the United Kingdom are stated at 378,774 qrs. Wheat, 248,992 bbls. flour.

The Wheat trade in the country has ruled very dull, and on new samples there has generally been some abatement. Newcastle, Sleaford, Newark and Portsmouth made little or no alteration in prices. Ipswich, Bedford, Hull, Birmingham, Wolverhampton, Market Harborough, and Gainsborough were all 1s. to 2s. down. Liverpool, on Tuesday, found but a very quiet trade, without alteration in prices, at the close for new Irish Wheat, which was 1d. to 2d. per 70 lbs lower. Oats were firm, but meal 1d. per load cheaper. Beans and Peas were steady. Malted; but Maize sold at a further advance of 1s. per qr.; prime parcels selling at 55s. per qr. On Friday new Irish Wheat was again 2d. to 3d. per 70 lbs. easier, while old Wheat and Flour were rather against buyers; new Oats were 3d. to 1d. per 7 lbs. cheaper; other grain and pulse unaltered. Saturday's markets were all dull, and mostly 1s. to 2s. per qr. cheaper.

In spring corn, new oats, and beans have been rather easier, and malting barley more in demand at higher rates.

The Scotch markets, influenced by fine weather, have been drooping. Edinburgh, with a large supply, was easier for wheat and oats. Glasgow, with only light arrivals, was dull, and rather cheaper for wheat, but oats were more sought for, as well as new Scotch barley. Other grain was rather in buyers' favor.

The Irish markets have rather lost tone. Indian corn was in request at Dublin, but, with better supplies generally, wheat, oats, and barley were 1d per bbl. lower. The weather has been very wet at Cork, and the maize grains come in poor condition. Fine foreign wheat was held firmly, and maize attracted some speculators, but oats and barley were in favor of buyers. At Waterford, farmers' wheat declined 1s per bbl. Oats and maize were also 1d per bbl. easier.

Chicago Daily Wholesale Market.

FRIDAY EVENING, October 9.

FREIGHTS—Advanced. The following vessels were chartered to-day:—Sche. Sunrise, wheat to Oswego at 8c; sche. Queen City, corn to Oswego at 7½c; bark Dauphin, wheat to Buffalo at 4½c; sch. R. C. Winslow, wheat to Buffalo at 5c; Schrs. Northcoast and Hurlbut sold by Young America, corn to Buffalo at 4c.

FLOUR—Dull. Sales to-day were:—100 bbls "Iron City" Spring at $5.25; 50 bbls "Xavier" Superfine at $5.75, delivered.

WHEAT—Winter—Declined 2c. Sales to-day were:—3,000 bu No. 1 Red at 86c in store; 700 bu do. at 85c in store; 1,000 bu No. 2 Red at 83c; 500 bu do. at 82c in store—Declined 2c. Sales to-day were:—700 bu No. 1 at 79c in store; 4,000 bu No. 2 in lots, at 75c in store; 2,000 bu do. at 76c in store; 2,000 bu do. at 75c in store, and 2,000 bu do. at 74c in store, next week's delivery, at buyer's option. 1,000 Rejected at 55c in store. Market closing quiet—buyers and sellers being apart.

CORN—Declined 1c. Sales to-day were:—3,000 bu Canal at 53c afloat; 5,000 bu do at 53c f. o. b.; 10,000 bu do (screened and blown) at 52½c f. o. b.; 1,500 bu No. 1 at 52½c in store; 14,000 bu do in lots at 51c in store; 4,000 bu No. 2 at 49c in store; 500 bu Rejected at 45c in store—closing quiet.

OATS—More inquiry. Sales to-day were:—2,400 bu old at 41c in store; 600 bu do at 40c in store; 800 bu do at 40c delivered; 500 bu new at 34c in store.

BARLEY—Declined 5@5c. Sales to-day were:—1,000 bu No. 1 at 75c in store; 500 bu do at 70c in store; 1,500 bu No. 2 at 55c in store—closing dull.

RYE—Steady at 60@60c in store.

SEED—Tendency upward for Timothy. Sales to-day were:—50 bags at $1.34 delivered; 70 bags at $1.36 delivered; 110 bags at $1.40 on track.

HAY—Sales to-day were:—100 bales prime at $20.

PROVISIONS—Mess Pork—Sales of small lots of loc., quoted at 15½. Mess Beef—Nominal at 9@10. Lard—Quoted at 9@9½c.

TALLOW—6@6½c for country and city.

HIDES—Dull. Green Salted, 7@7½c; Dry Flint, 18@20c; extra lots of Dry Flint, 16c.

FELTS—October Pelts, 60@65c.

APPLES—Green, $2.50@3 per bbl.

BUTTER—Good to Choice, 12@15c; Common, 8@11c.

CHEESE—Dull at 7@7½c.

POULTRY—Chickens at 3@4c per pound.

POTATOES—30@35c, according to quality.

Albany Barley Market, Oct. 6.

There is a positive disposition on the part of some holders of barley to rent it, and prices are more favorable for buyers. Sales of 2,000 bushels were made at 70c for No. 2 Canada West, delivered, and other lots were held at 72c. Sales of 2,000 bushels were made at 75c for No. 1 Canada West, delivered, and other lots were held at 77c. Sales of 2,000 bushels were made at 80c for No. 1 Canada West, delivered, and other lots were held at 82c. Sales of 2,000 bushels were made at 85c for No. 1 Canada West, delivered, and other lots were held at 87c. Sales of 2,000 bushels were made at 90c for No. 1 Canada West, delivered, and other lots were held at 92c. Sales of 2,000 bushels were made at 95c for No. 1 Canada West, delivered, and other lots were held at 97c. Sales of 2,000 bushels were made at $1 for No. 1 Canada West, delivered, and other lots were held at $1 02. Sales of 2,000 bushels were made at $1 05 for No. 1 Canada West, delivered, and other lots were held at $1 07. Sales of 2,000 bushels were made at $1 10 for No. 1 Canada West, delivered, and other lots were held at $1 12. Sales of 2,000 bushels were made at $1 15 for No. 1 Canada West, delivered, and other lots were held at $1